

BookletChart™

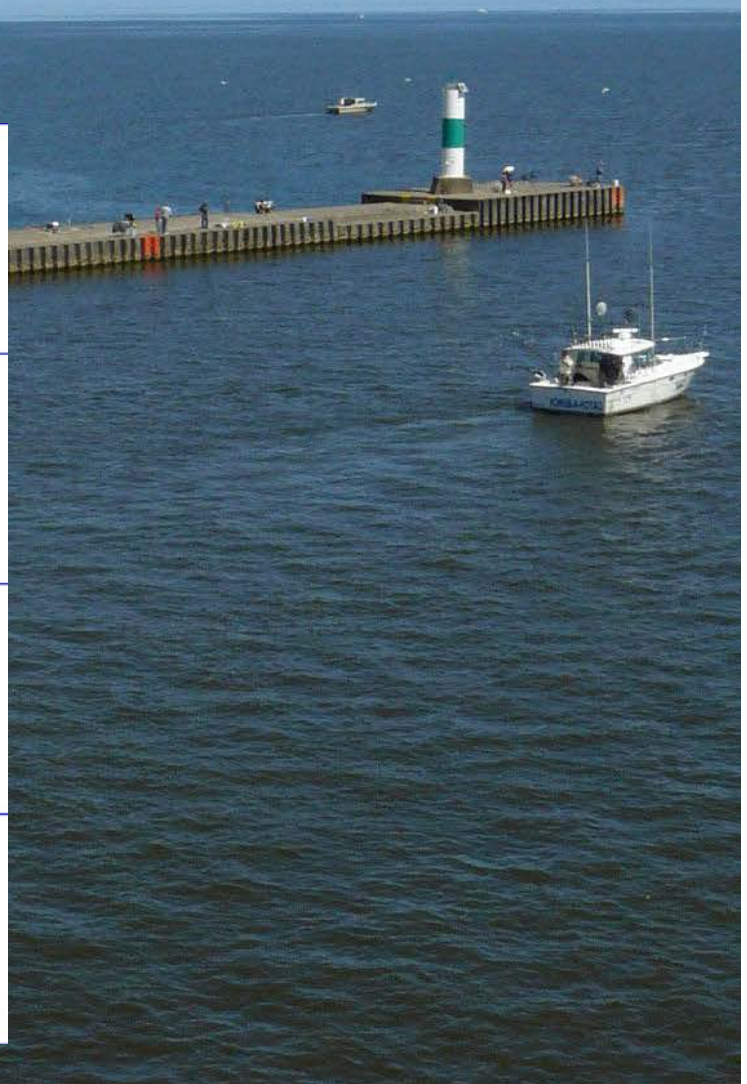
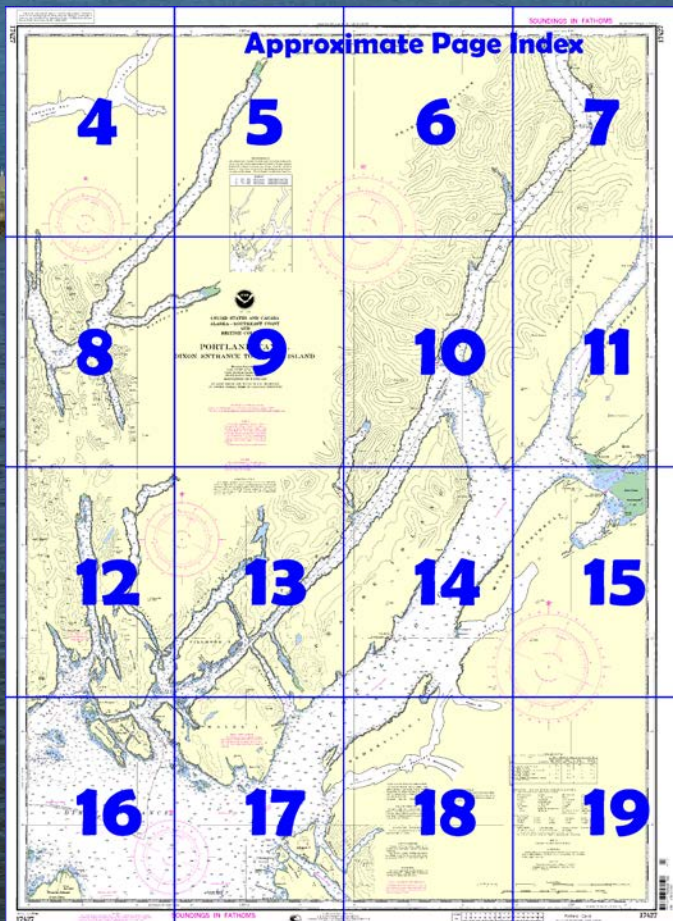


Portland Canal – Dixon Entrance to Hattie Island **NOAA Chart 17427**

A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17427>.



(Selected Excerpts from Coast Pilot)

Hidden Inlet, a narrow arm, extends N into the mainland from Pearse Canal, about 8 miles S of its junction with Portland Canal. **Hidden Point** is on the NE side of the entrance to the inlet. The entrance is less than 150 yards wide, and the tidal currents through it set with a velocity of 8 to 10 knots, forming swirls that extend well into Pearse Canal. The main body of the inlet is about 4 miles long, varying in depth from 30 to 73

fathoms, but there is only 2½ fathoms at the entrance. It can be entered only at slack water, and is of no value as an anchorage.

A rock with 2 fathoms over it is about 0.4 mile S of Hidden Point. **Yelnu Islets** are two wooded prominent islets on the W side of the Pearse Canal about 0.8 mile S of Hidden Point.

Portland Canal extends N from its junction with Pearse Canal and **Portland Inlet** at **Tree Point** for about 57 miles to the towns of Hyder, Alaska, and Stewart, B.C. The channel, clear and deep, has no dangers except for a rock awash, about 0.2 mile off the W (Alaska) shore, 2.3 miles above **River Point** (55°34.2'N., 130°08.2'W.). It is reported that in the winter there are strong N blows in the canal.

Reef Island is close off the W shore, abreast **Spit Point**, at the entrance to Portland Canal. **Reef Island Light** (55°04'44"N., 130°12'11"W.) 19 feet above the water, is shown from a spindle with a red and white diamond-shaped daymark on the S end of the island.

Harrison Point, high and bold, is 2.5 miles N of Reef Island. **Dickens Point**, on the E shore, is about 4.5 miles N of Spit Point. A black rock, 8 feet high, is close S of Dickens Point, and a drying ledge extends a short distance from it.

Sandfly Bay, on the W shore abreast Dickens Point, 14.5 miles above Hidden Inlet, has no value as an anchorage. **Stopford Point**, bold and conspicuous, is on the E shore about 3 miles above Dickens Point.

Halibut Bay, free of hidden dangers, is on the W shore of Portland Canal, about 4 miles above Sandfly Bay.

Halibut Bay affords anchorage for vessels in the middle of the bay in 10 fathoms, about 0.2 mile above **Astronomical Point**, the NE point at the entrance, and abreast a rocky point at the N end of the sand beach on the W side, where the anchorage is 450 yards wide; also 700 yards farther up abreast the N end of the sand beach on the E side, in 10 fathoms, where the anchorage is 300 yards wide.

Logan Point, on the E shore, is 4.3 miles NE of Stopford Point.

Camp Point on the W shore about 4.5 miles NE of the entrance to Halibut Bay is wooded and precipitous.

Hattie Island, in midchannel about 6 miles above Halibut Bay, is about 700 yards long and has some stunted brush growing on it. **Hattie Island Light** (55°17'15"N., 129°58'12"W.), 21 feet above the water, is shown from a pole with a slatted orange circular daymark on the W side of the island. **Belle Bay**, the bight E of Hattie Island, does not afford anchorage. **Mink Bay** (55°05.5'N., 130°43.4'W.) enters the S side of Boca de Quadra about 2 miles E of Kite Island, and has depths of 16 to 60 fathoms to near its head. **Cygnat Island** is on the W side of the entrance. The narrow passage on the W side of the island is frequently used by small craft. A submerged rock is near midpassage about 100 yards S of the island. **Grouse Rock**, which bares, is about 0.2 mile S from Cygnat Island; deeper water surrounds the rock. A mooring buoy is about 200 yards S of Cygnat Island. Anchorage may be found between Grouse Rock and Cygnat Island in 5¼ to 7 fathoms, off the old cannery site.

Humpback Creek enters from E about 0.8 mile from the head of Mink Bay and carries a flat halfway across the channel. A privately maintained mooring buoy is close N of the flat on the E side of the bay. Above the flat is a secure anchorage, 0.3 mile wide, in 10 to 15 fathoms. A flat extends 700 yards from the head of the bay. Local knowledge is necessary to use this anchorage.

Hugh Smith Lake empties through **Sockeye Creek** (chart 17420) into the inlet about 0.3 mile N of the entrance to Mink Bay. A cabin is on the N bank at the head of Sockeye Creek. A trail leads from the inlet along Sockeye Creek to Hugh Smith Lake.

U.S. Coast Guard Rescue Coordination Center

24 hour Regional Contact for Emergencies

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

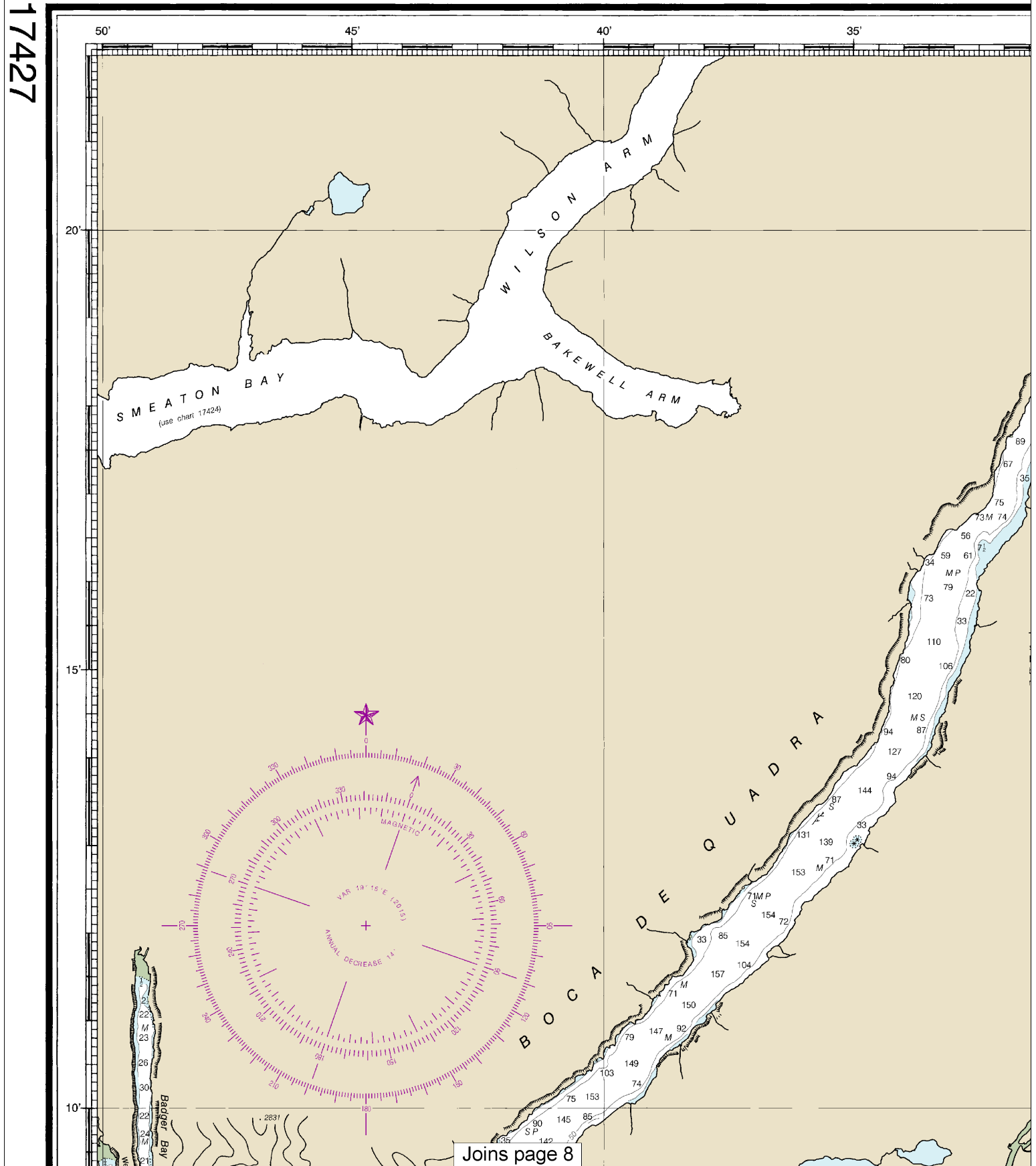
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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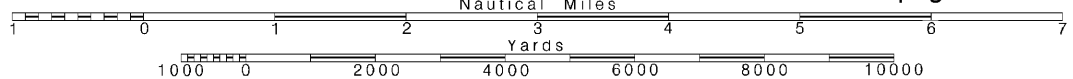
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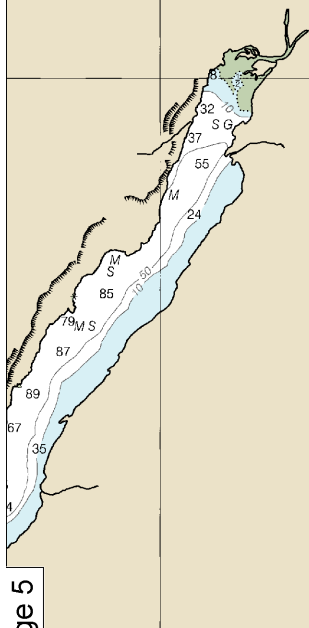
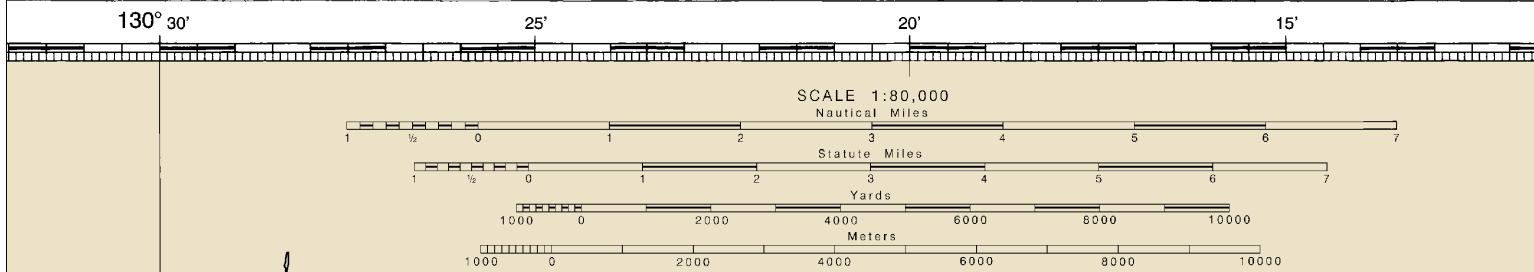
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

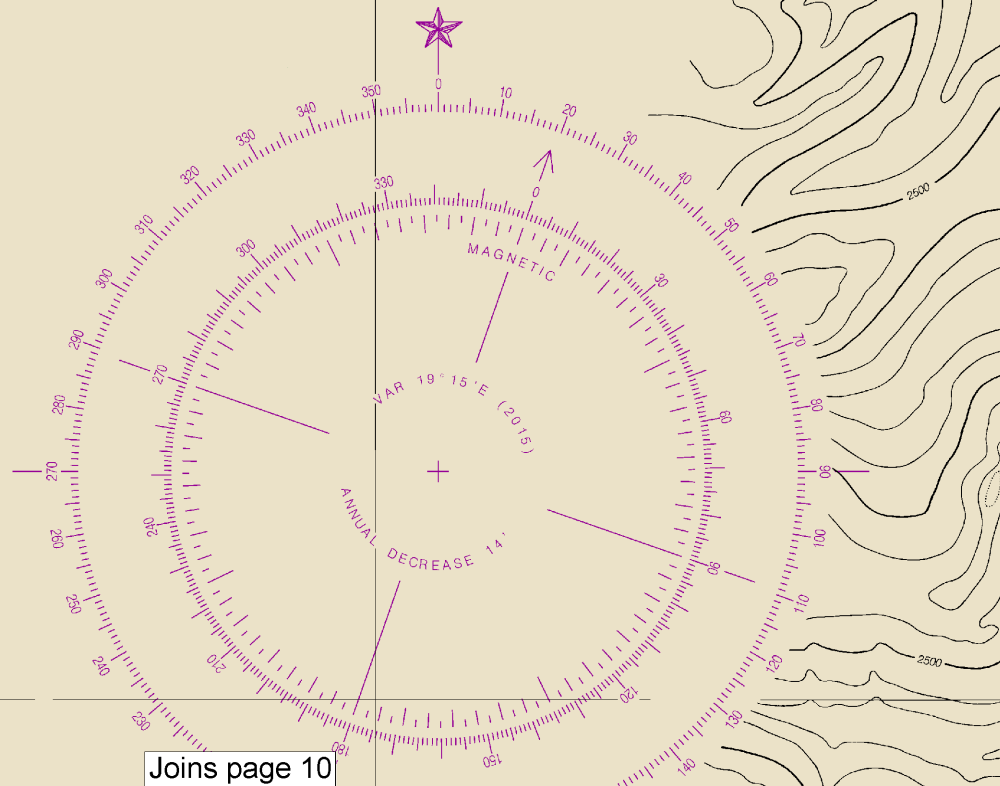
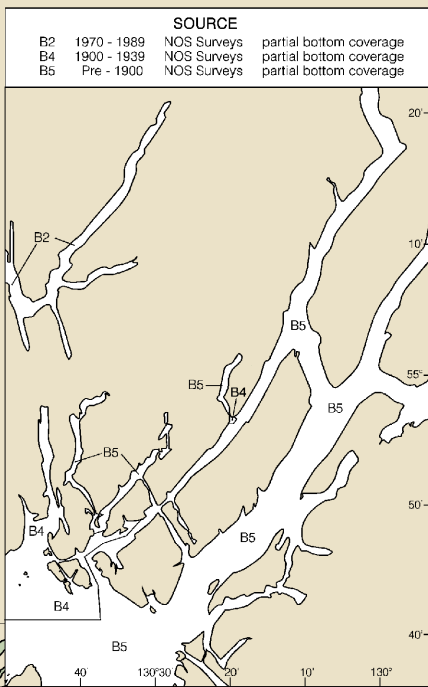




SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

Joins page 5

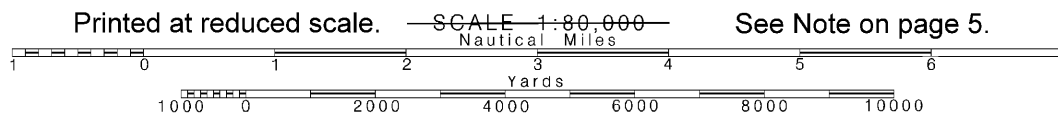


Joins page 10

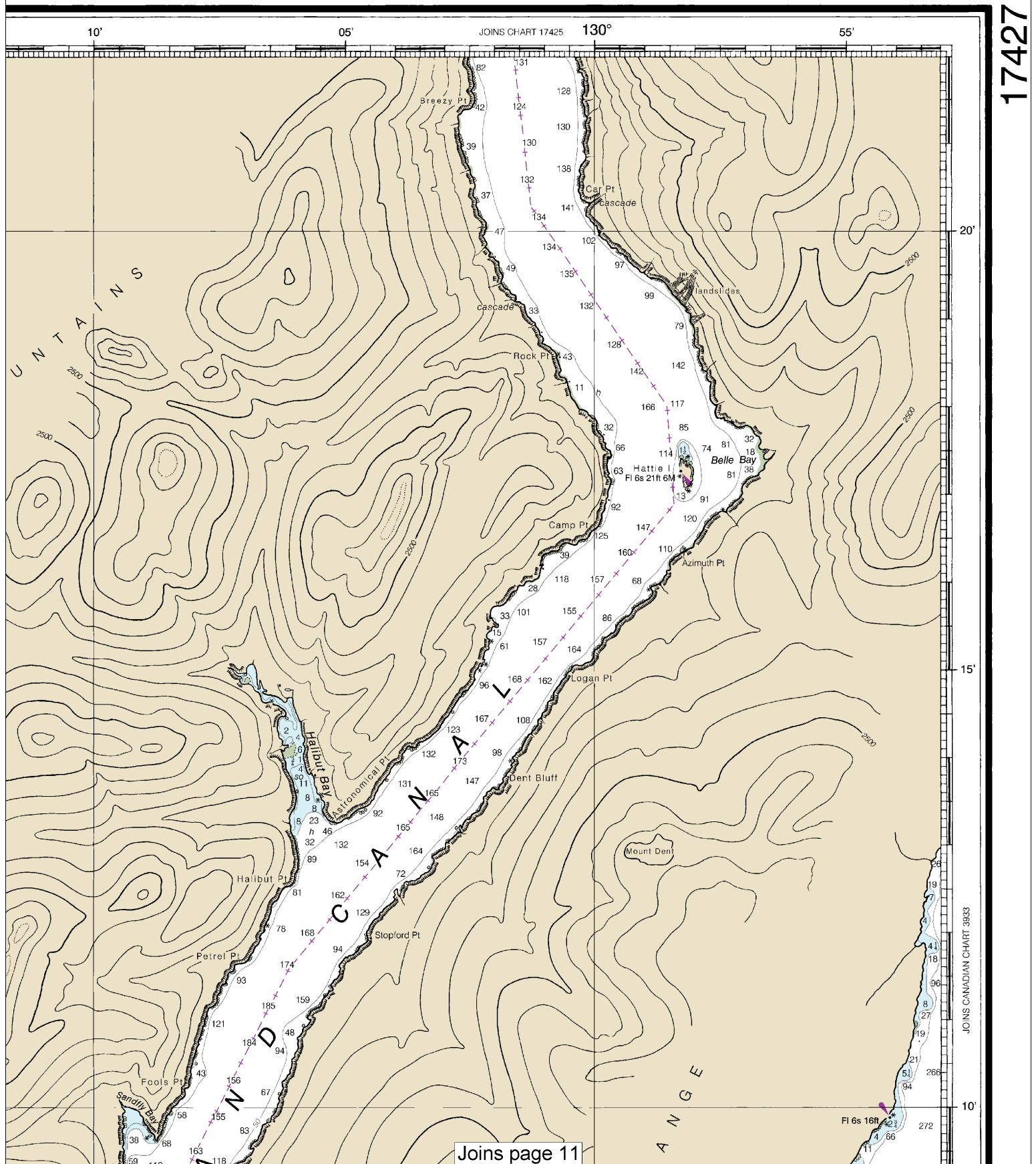
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Note: Chart grid lines are aligned with true north.

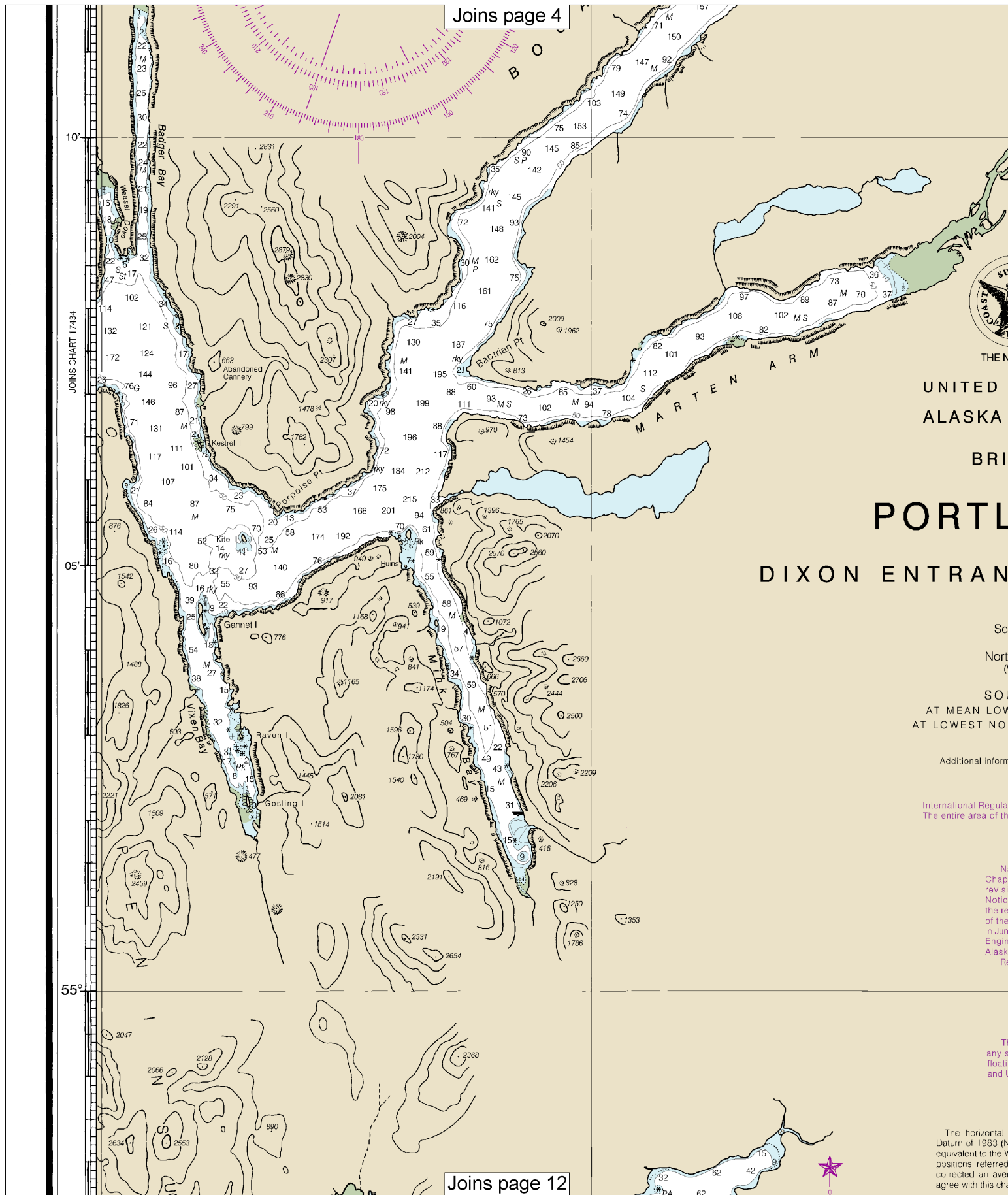
Printed at reduced scale.



See Note on page 5.



Last Correction: 7/29/2016. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



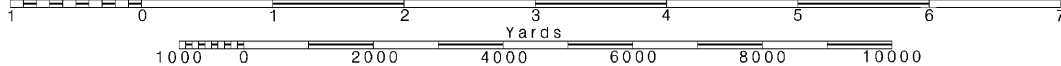
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



Join page 5

Join page 10

Join page 13

U.S. SURVEY AND GEODETIC DEPARTMENT OF COMMERCE NOAA

NATION'S CHARTMAKER SINCE 1807

STATES AND CANADA
— SOUTHEAST COAST
AND
BRITISH COLUMBIA

ALASKA
LAND CANAL
ANCE TO HATTIE ISLAND

Mercator Projection
Scale 1:80,000 at Lat. 55°20'

North American Datum of 1983
(World Geodetic System 1984)

OUNDINGS IN FATHOMS
OWER LOW WATER IN U.S. TERRITORY
ORMAL TIDES IN CANADIAN TERRITORY

Information can be obtained at nauticalcharts.noaa.gov.

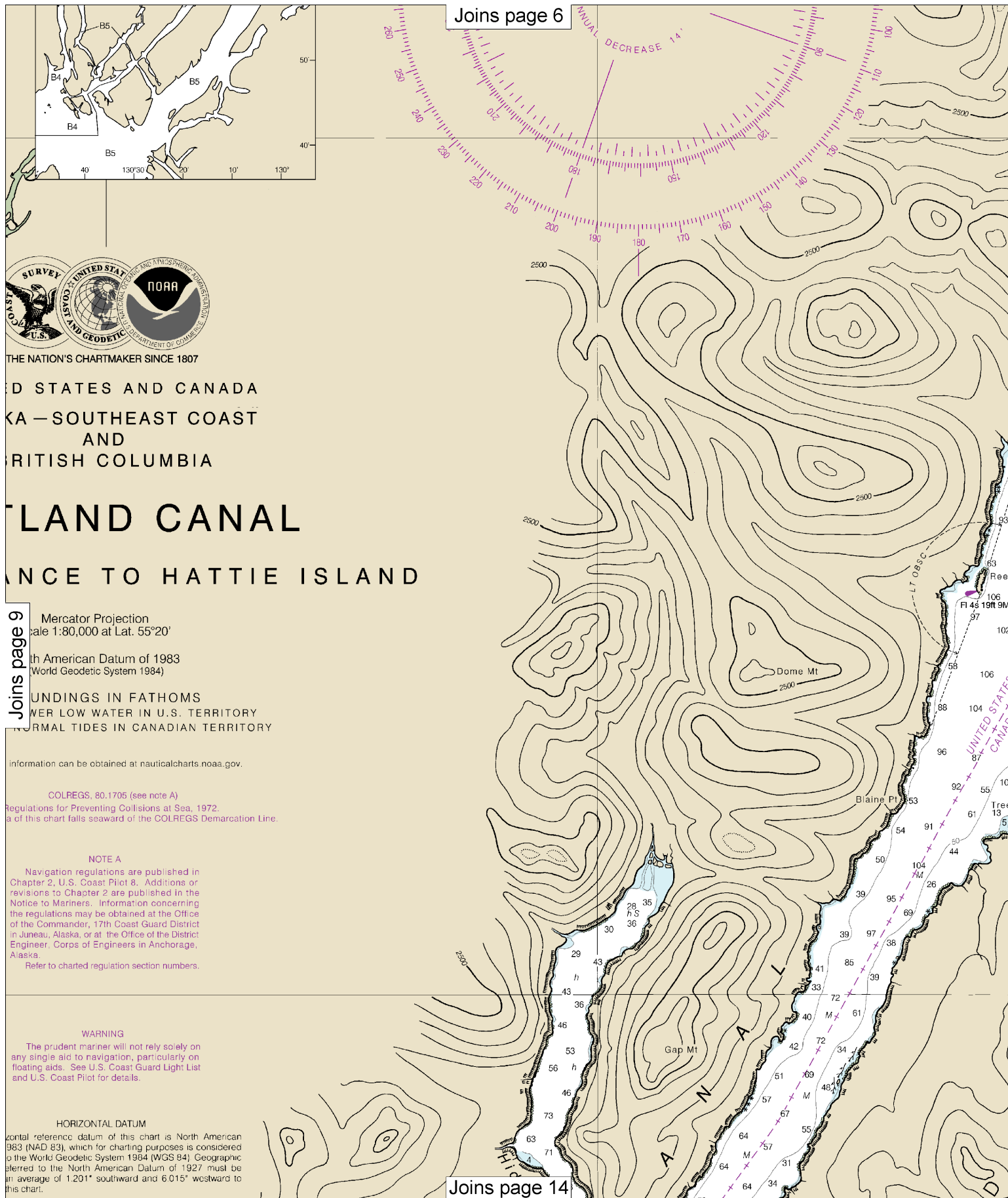
COLREGS, 80.1705 (see note A)
Regulations for Preventing Collisions at Sea, 1972.
This chart falls seaward of the COLREGS Demarcation Line.

NOTE A
Navigation regulations are published in
Chapter 2, U.S. Coast Pilot 8. Additions or
revisions to Chapter 2 are published in the
Notice to Mariners. Information concerning
regulations may be obtained at the Office
of the Commander, 17th Coast Guard District,
Juneau, Alaska, or at the Office of the District
Engineer, Corps of Engineers in Anchorage,
Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on
any single aid to navigation, particularly on
lighting aids. See U.S. Coast Guard Light List
and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The reference datum of this chart is North American
(NAD 83), which for charting purposes is considered
equivalent to the World Geodetic System 1984 (WGS 84). Geographic
coordinates are referred to the North American Datum of 1927 must be
corrected 1.201" southward and 6.015" westward to
NAD 83.

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES AND CANADA

ALASKA — SOUTHEAST COAST

AND
BRITISH COLUMBIA

ALASKA PENINSULA CANAL

ALASKA PENINSULA CANAL

Mercator Projection
Scale 1:80,000 at Lat. 55°20'

North American Datum of 1983
(World Geodetic System 1984)

DEPTHS IN FATHOMS
LOWER LOW WATER IN U.S. TERRITORY
NORMAL TIDES IN CANADIAN TERRITORY

Information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.1705 (see note A)
Regulations for Preventing Collisions at Sea, 1972.
Area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
Horizontal reference datum of this chart is North American 1983 (NAD 83), which for charting purposes is considered to the World Geodetic System 1984 (WGS 84). Geographic meridian to the North American Datum of 1927 must be an average of 1.201" southward and 6.015" westward to this chart.

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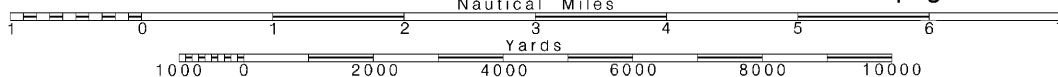
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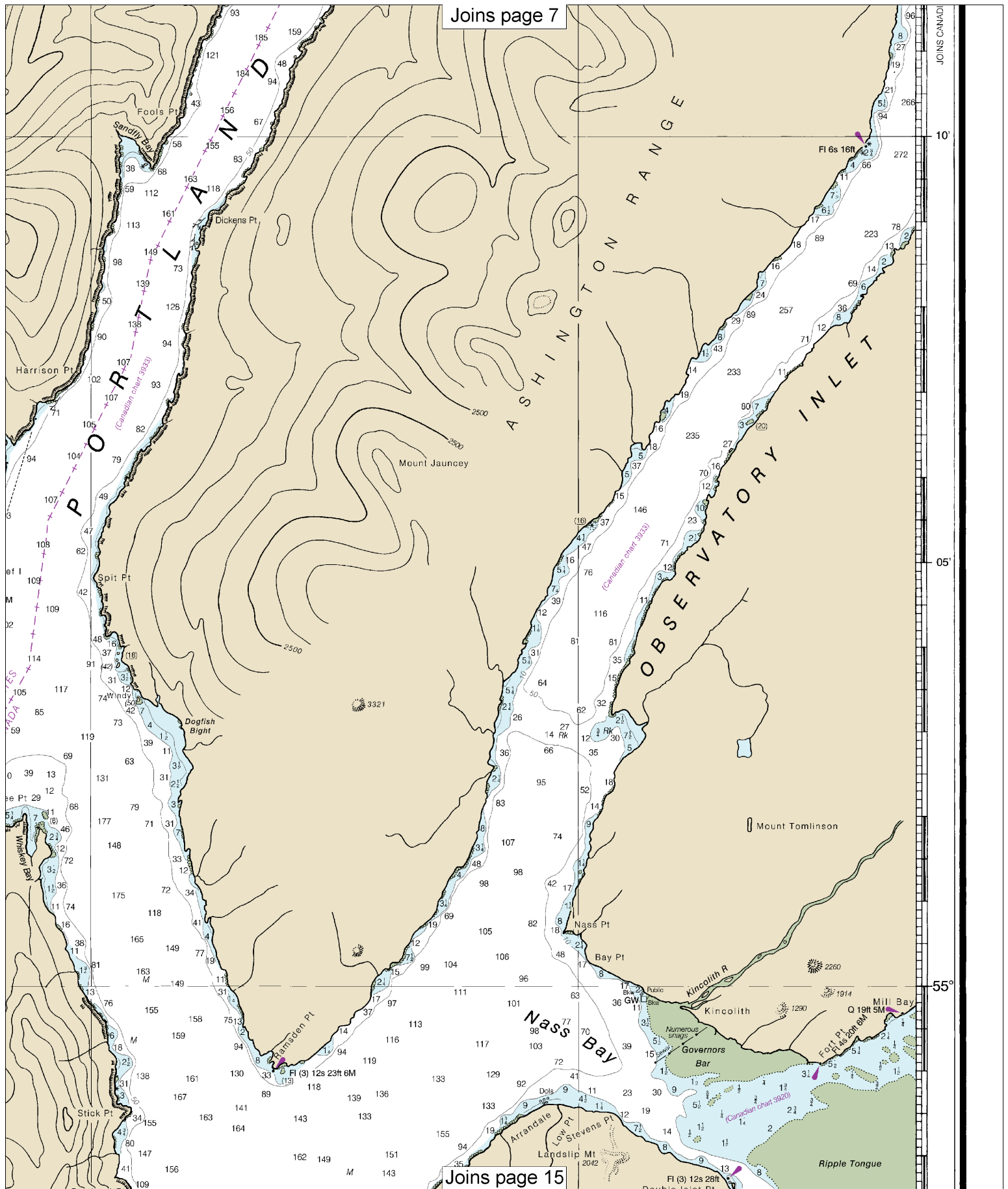
Note: Chart grid lines are aligned with true north.

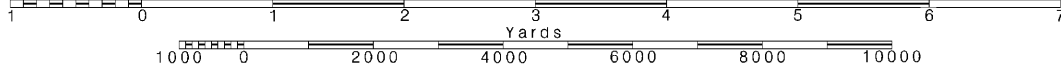
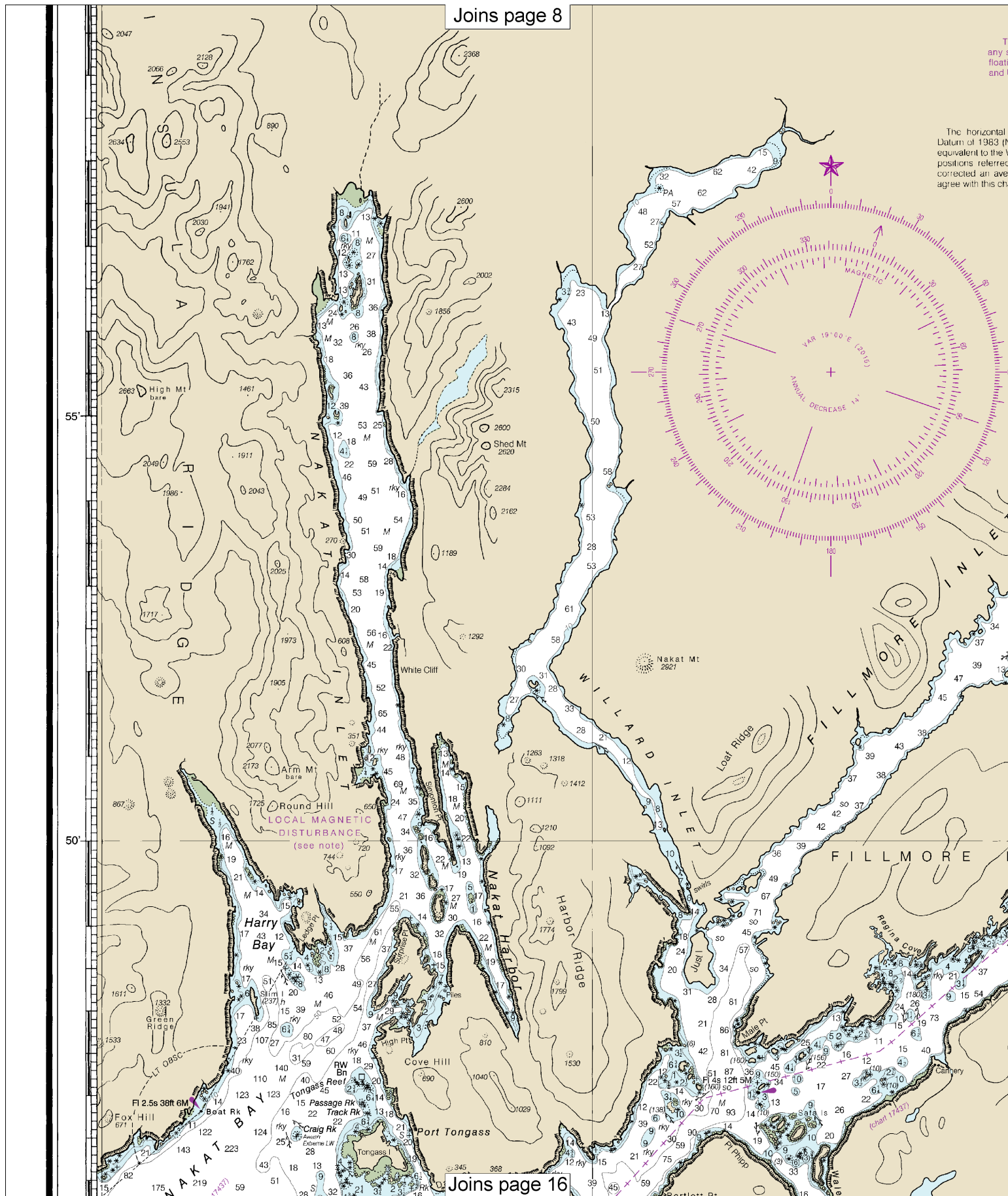
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





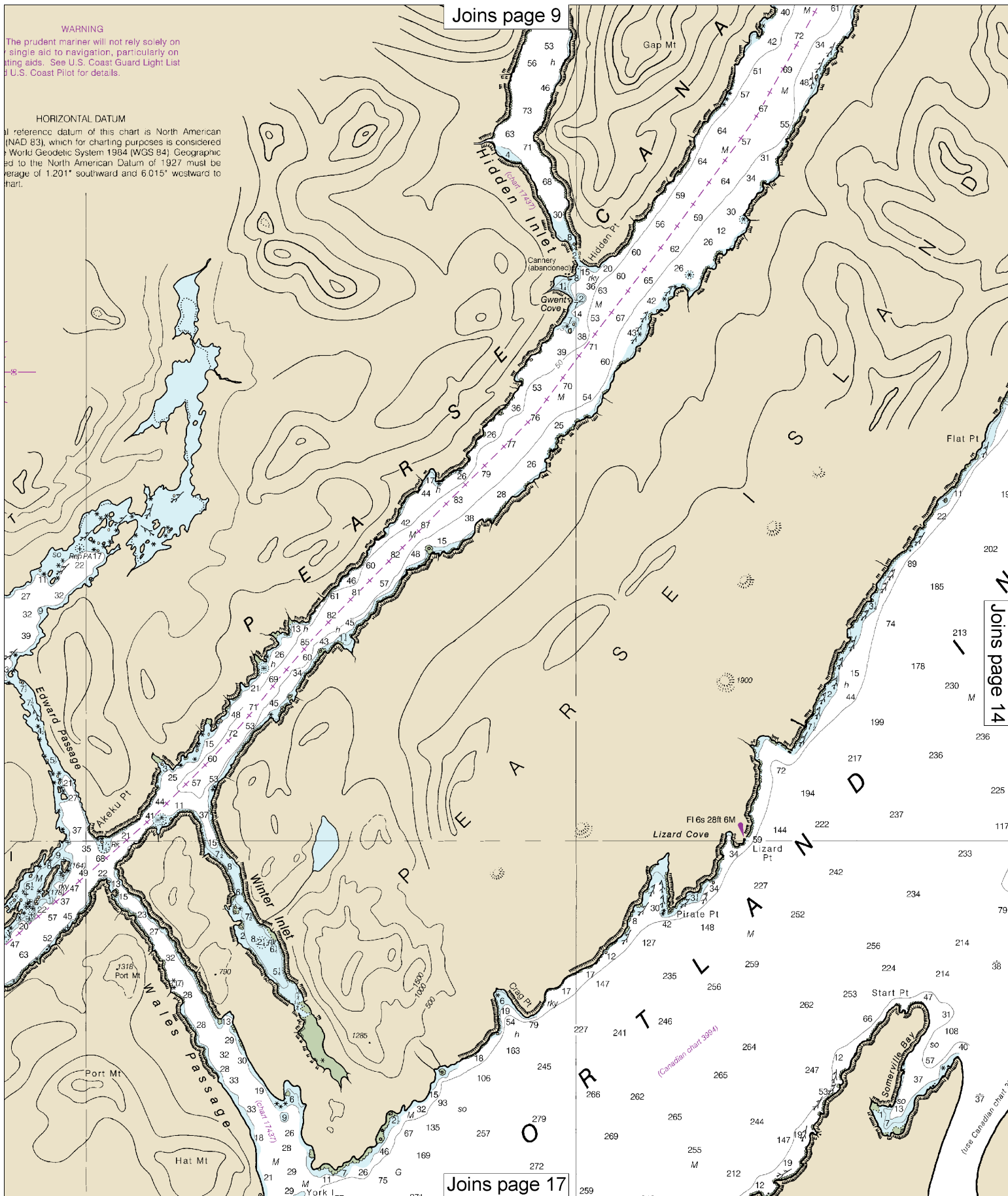


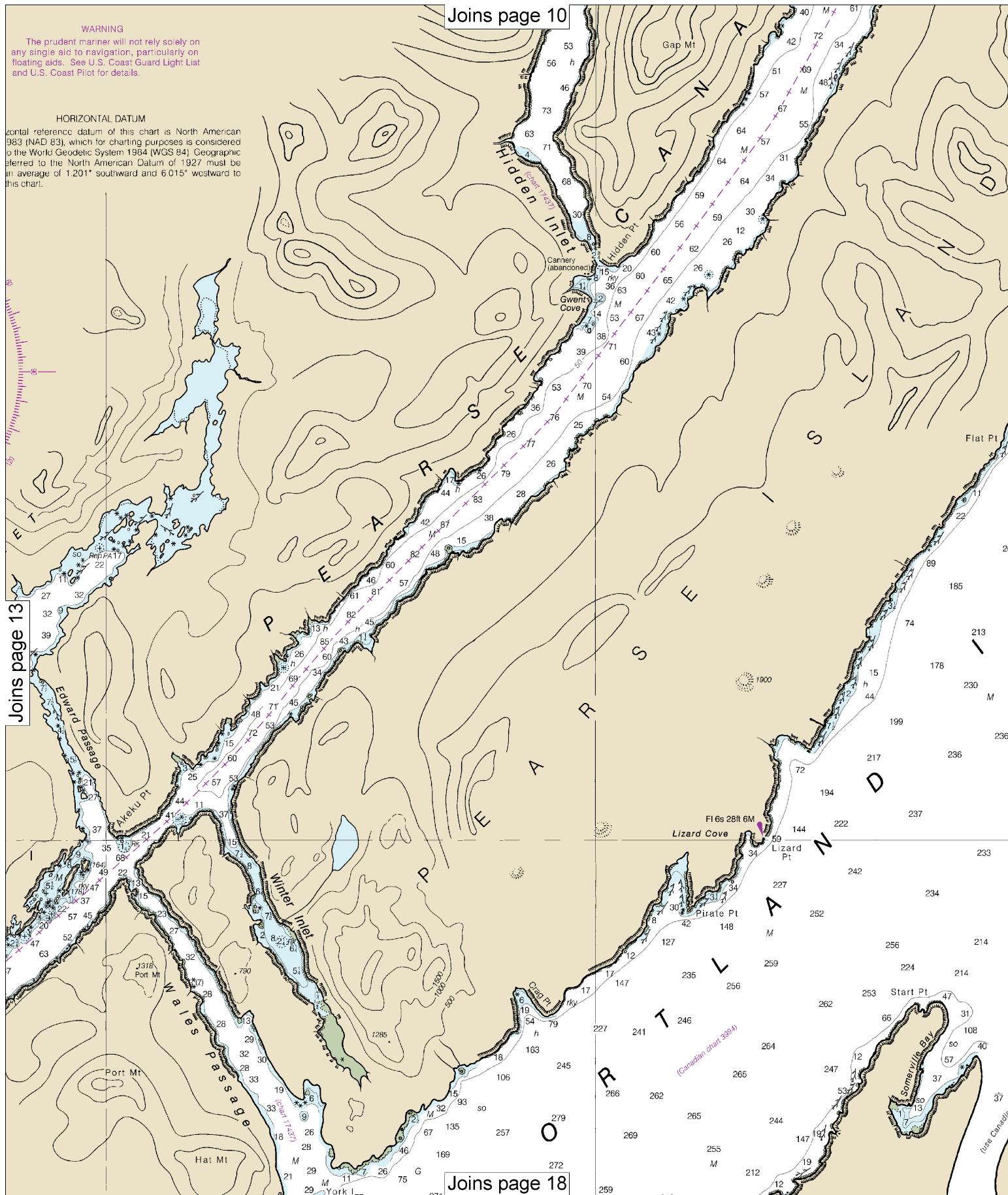
WARNING

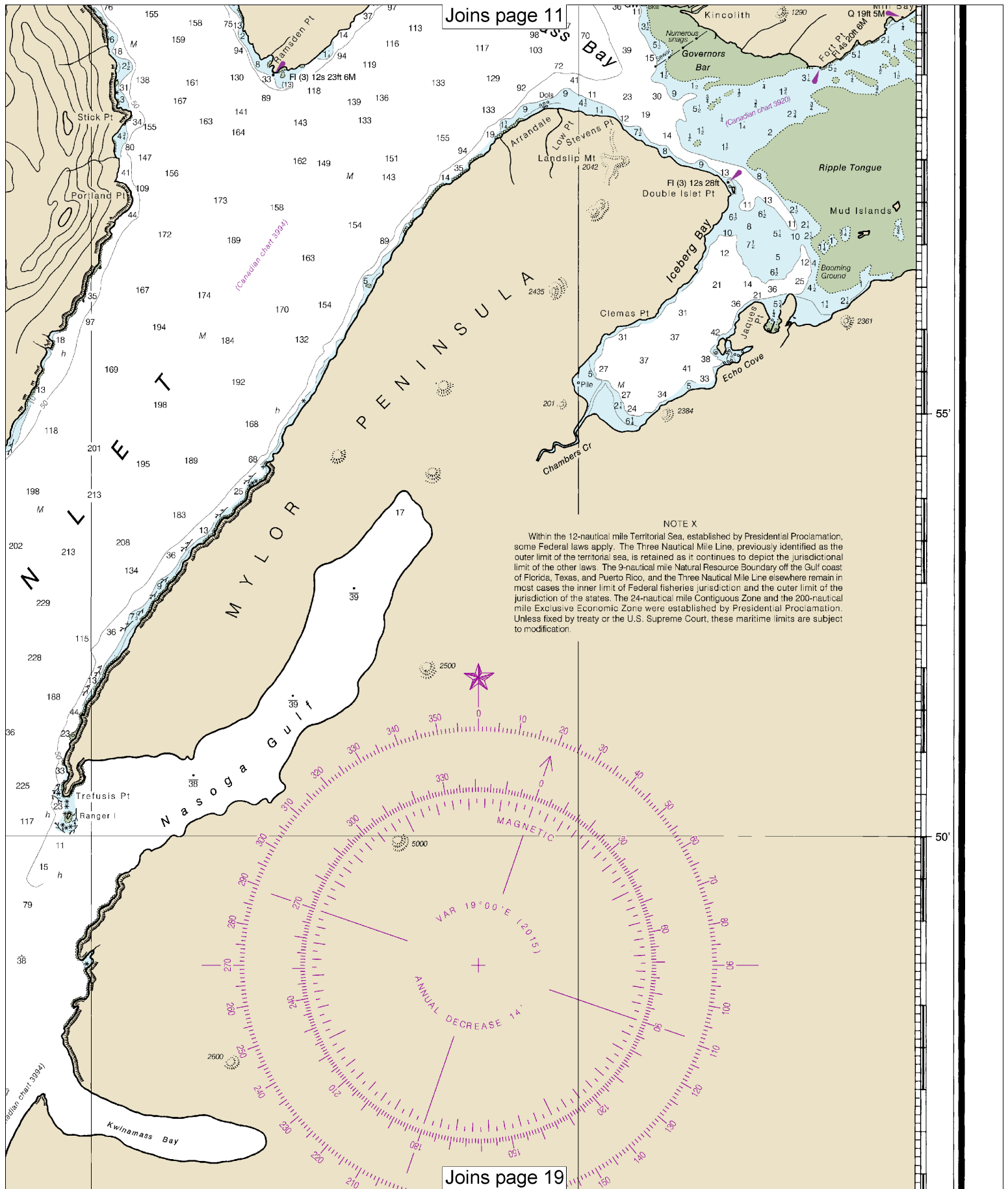
The prudent mariner will not rely solely on single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The reference datum of this chart is North American (NAD 83), which for charting purposes is considered the World Geodetic System 1984 (WGS 84). Geographic coordinates to the North American Datum of 1927 must be corrected by a meridian convergence of 1.201" southward and 6.015" westward to this chart.







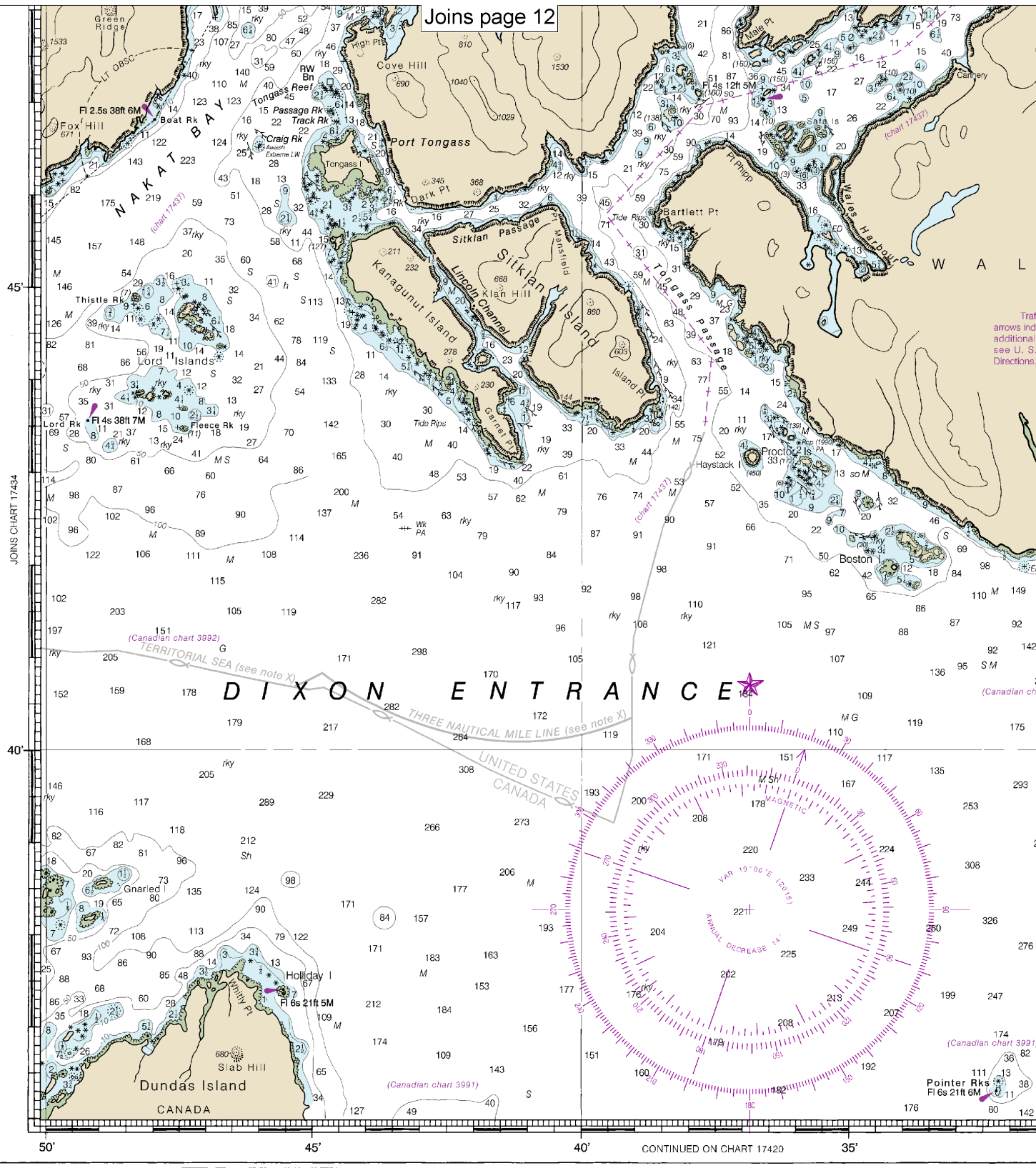
Joins page 11

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 19

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8th Ed., May 2015

17427

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 7/29/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS IN FATHOMS

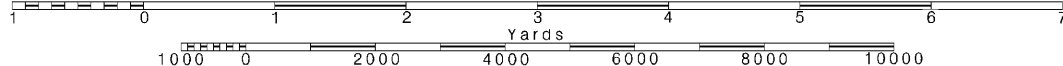
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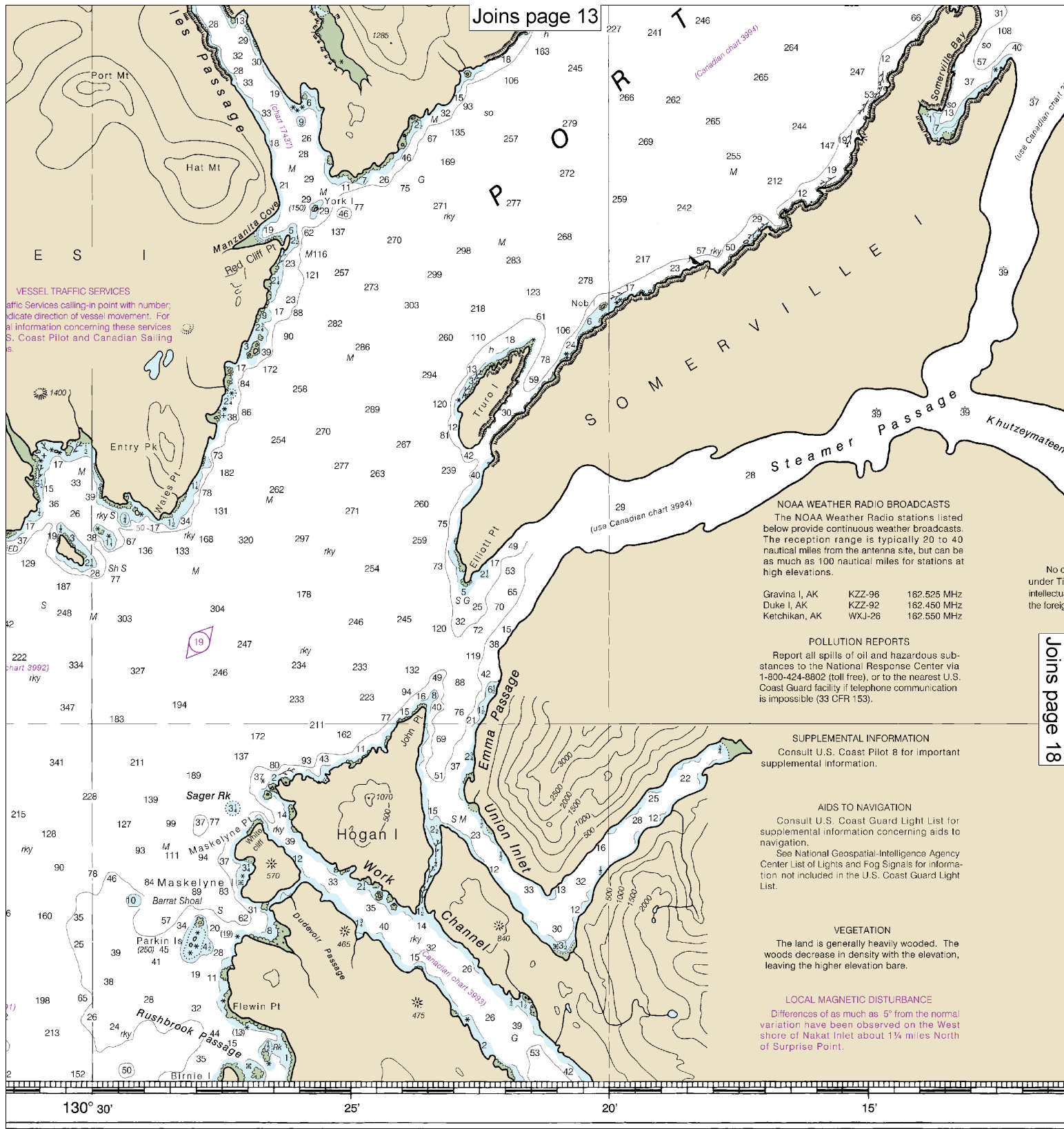
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





Joins page 13

Joins page 18

VESSEL TRAFFIC SERVICES

Vessel Traffic Services calling-in point with number; indicate direction of vessel movement. For additional information concerning these services, consult U.S. Coast Pilot and Canadian Sailing Instructions.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.550 MHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8902 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

VEGETATION

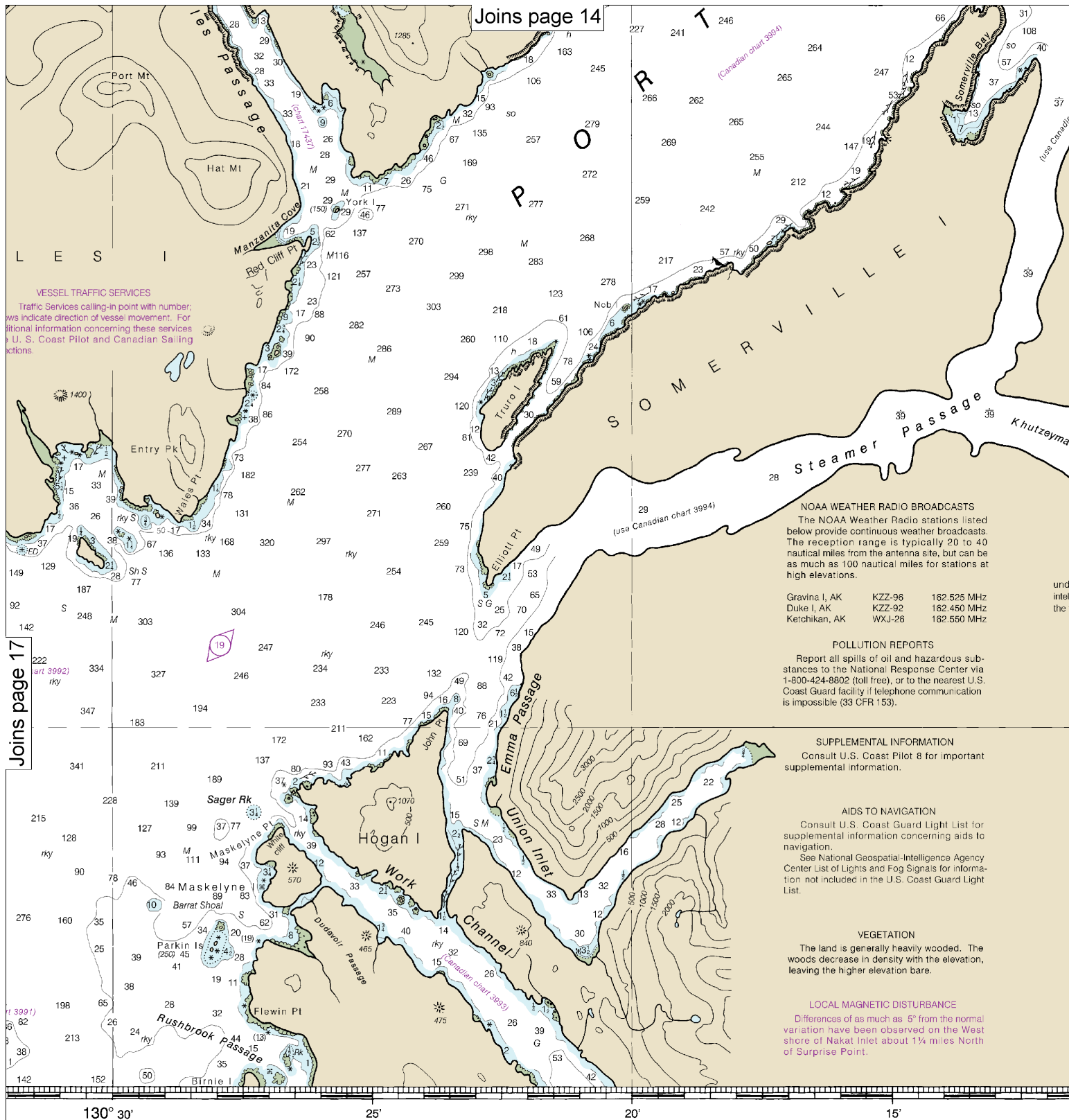
The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on the West shore of Nakat Inlet about 1½ miles North of Surprise Point.

ATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



FATHOMS

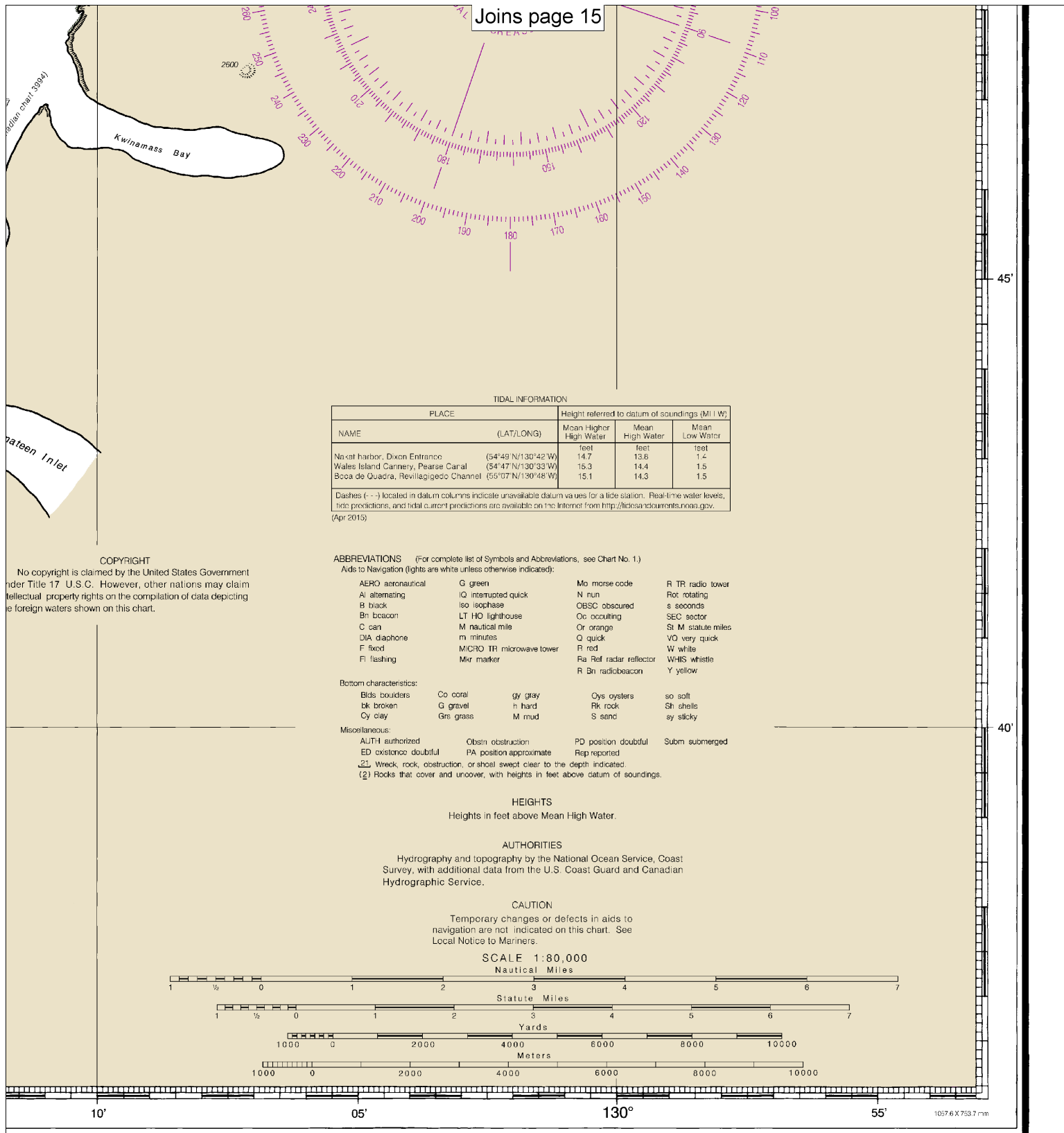
Printed at reduced scale. **SCALE 1:80,000**
Nautical Miles

See Note on page 5.

Yards

1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Portland Canal
SOUNDINGS IN FATHOMS - SCALE 1:80,000

17427



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.